



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Great Lakes Region  
Illinois, Indiana, Michigan, Minnesota, North Dakota,  
Ohio, South Dakota,  
Wisconsin  
2300 East Devon Avenue  
Des Plaines, Illinois 60018  
JUL 23 11 48 AM '97

Policy and Procedures Memorandum - Airports Division

NUMBER: 5300.2

DATE: NOV 18 1992

SUBJECT: Guidance on Declared Distance Standards

CANCELLATION: This PPM supersedes previous guidance on this subject as stated in Paragraph 1., Background.

REFERENCES: Advisory Circular 150/5300-13, Changes 1 and 2, Airport Design  
Memorandum from AGL-620 to AAS-100 dated 1/2/92, AC 150/5300-13, Change 1, Guidance on Declared Distance Standards.  
Memorandum from AAS-100, to all Regions dated 1/28/92, Application of Existing Airport Lighting Standards to Declared Distance Concepts.

APPENDICES: 1 - Declared Distance Concept Options Approved for Use in the Great Lakes Region.  
2 - Examples of Declared Distance Concepts.  
3 - Comment Resolution

1. Background.

a. Advisory Circular 150/5300-13 issued September 29, 1989 established the concept of declared distance for airport design. Subsequent changes (1 and 2) to this advisory circular have revised and redefined the declared distance concept.

b. This PPM supersedes previous guidance on the declared distance concept as issued by memorandum as follows: AGL-620 memo dated 9-21-90, AGL-620 memo dated 9/26/90, AAS-110 memo dated 10/5/90, AGL-620 memo dated 10/11/90, and AGL-620 memo dated 12/24/90.

c. AGL-620, by memorandum dated 1/2/92, requested approval from AAS-100 for the marking, lighting and signing of declared distance concepts. By memorandum dated 1/28/92 (two separate transmittals) AAS-100 approved the Great Lakes Region's proposal and provided drawings illustrating airport lighting standards for six (6) declared distance concepts.

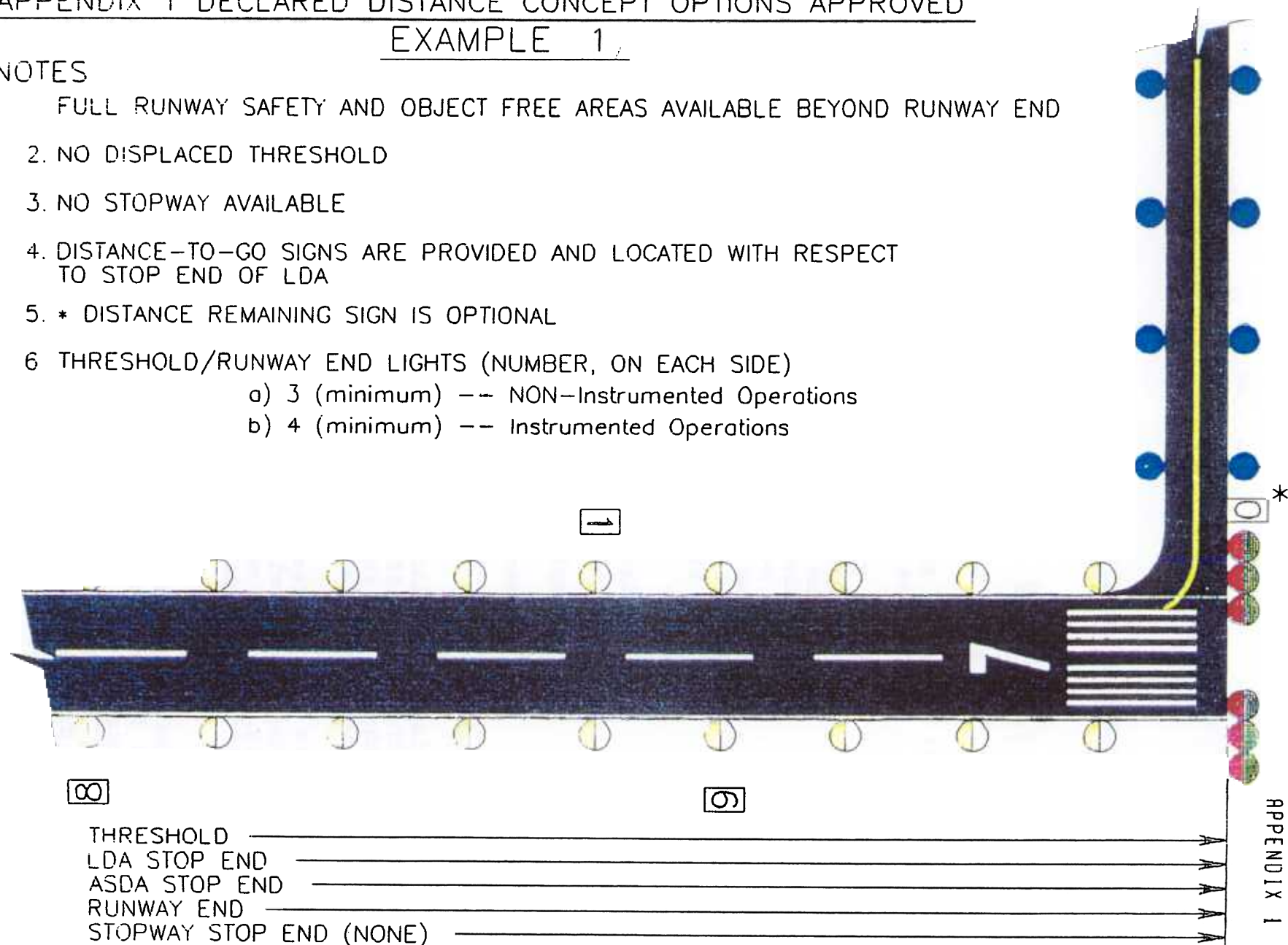
Distribution: AGL-600/601/602/603/605/610/620:Originator:AGL-620  
BIS-ADO; CHI-ADO; DET-ADO; MSP-ADO  
All State Aviation Directors (Information thru ADO)

# APPENDIX 1 DECLARED DISTANCE CONCEPT OPTIONS APPROVED

## EXAMPLE 1

### NOTES

- FULL RUNWAY SAFETY AND OBJECT FREE AREAS AVAILABLE BEYOND RUNWAY END
- 2. NO DISPLACED THRESHOLD
- 3. NO STOPWAY AVAILABLE
- 4. DISTANCE-TO-GO SIGNS ARE PROVIDED AND LOCATED WITH RESPECT TO STOP END OF LDA
- 5. \* DISTANCE REMAINING SIGN IS OPTIONAL
- 6 THRESHOLD/RUNWAY END LIGHTS (NUMBER, ON EACH SIDE)
  - a) 3 (minimum) -- NON-Instrumented Operations
  - b) 4 (minimum) -- Instrumented Operations



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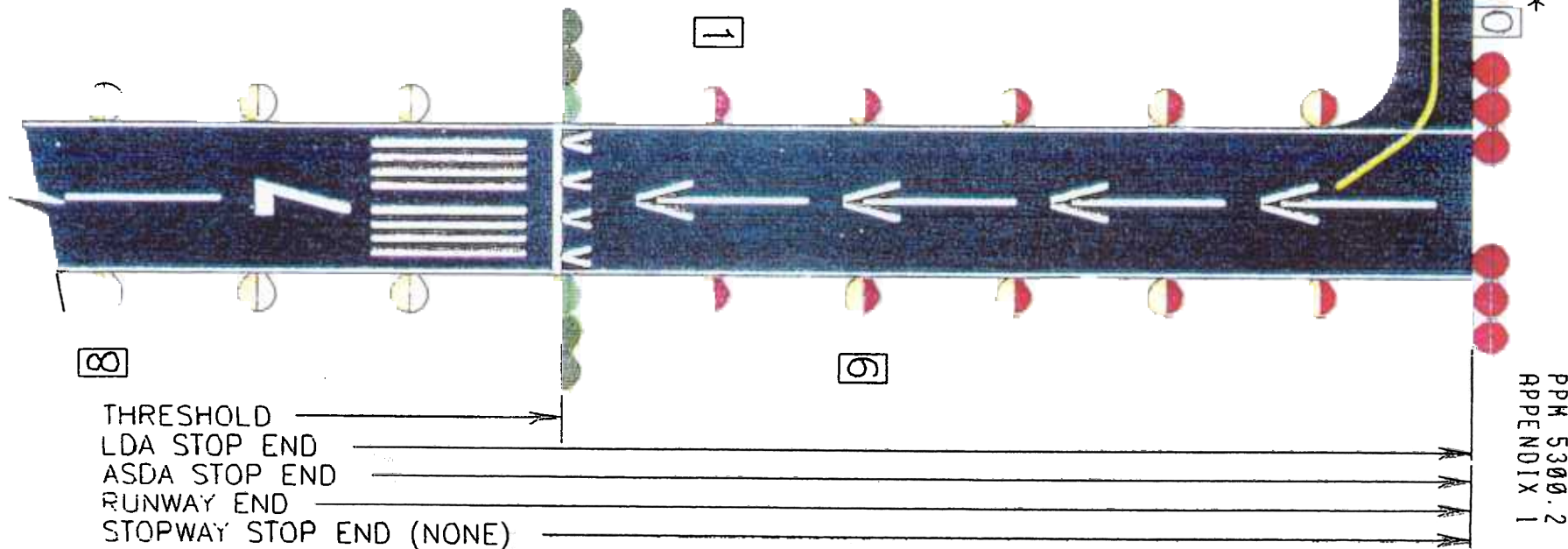
THRESHOLD \_\_\_\_\_ A  
 LDA STOP END \_\_\_\_\_ A  
 ASDA STOP END \_\_\_\_\_ A  
 RUNWAY END \_\_\_\_\_ A  
 STOPWAY STOP END (NONE) \_\_\_\_\_ A

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## EXAMPLE (2)

### NOTES

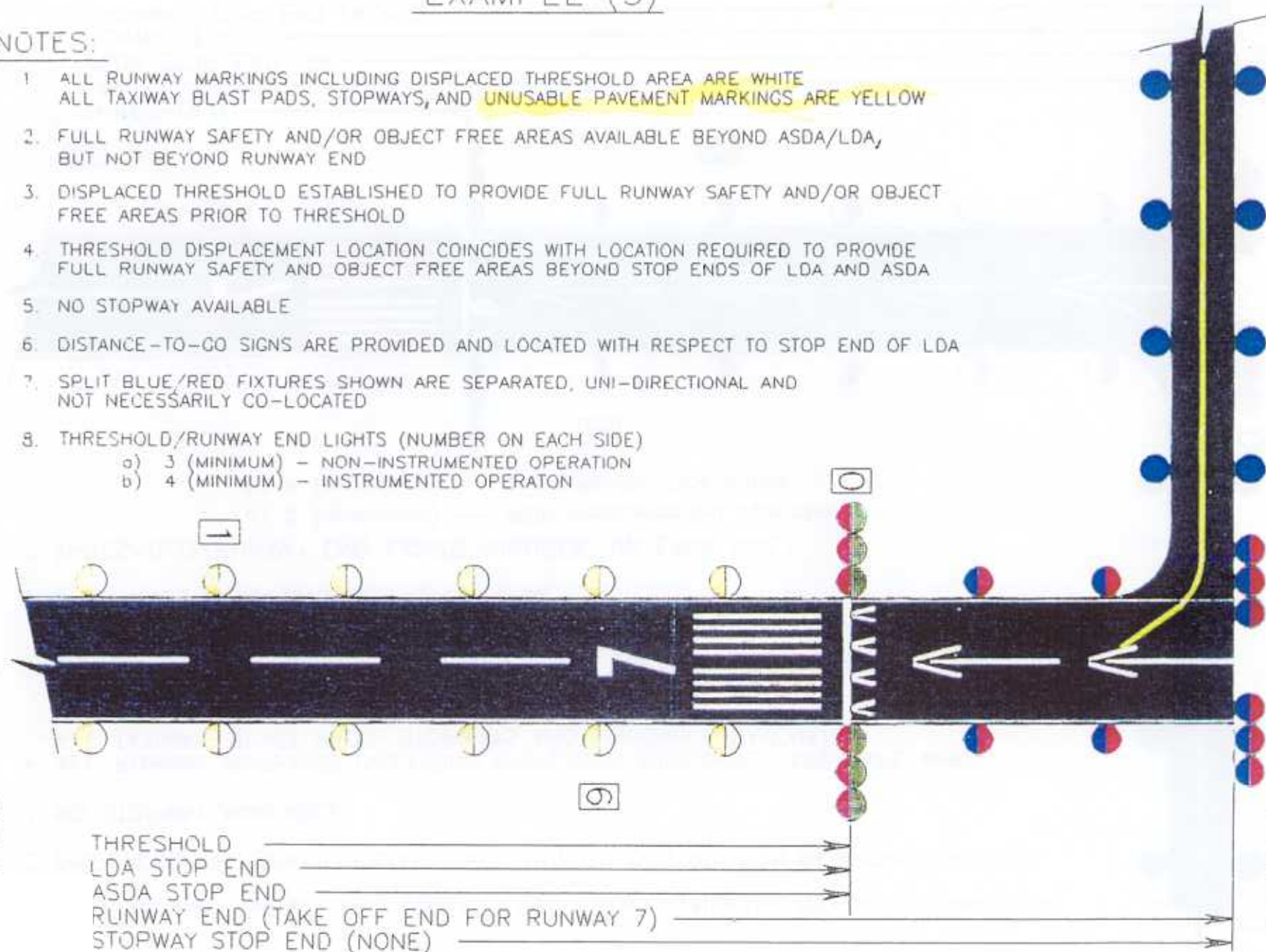
- FULL RUNWAY SAFETY AND OBJECT FREE AREAS AVAILABLE BEYOND RUNWAY END
2. DISPLACED THRESHOLD ESTABLISHED DUE TO OBSTRUCTION IN APPROACH AREA
3. NO STOPWAY AVAILABLE
4. ALL RUNWAY MARKINGS INCLUDING DISPLACED THRESHOLD AREA ARE WHITE  
ALL TAXIWAY, BLAST PADS, STOPWAYS AND UNUSABLE PAVEMENT  
MARKINGS ARE YELLOW
5. DISTANCE-TO-GO SIGNS ARE PROVIDED AND LOCATED WITH RESPECT  
TO STOP END OF LDA
6. \* DISTANCE REMAINING SIGN IS OPTIONAL
7. THRESHOLD/RUNWAY END LIGHTS (NUMBER, ON EACH SIDE)
  - a) 3 (minimum) -- NON-Instrumented Operations
  - b) 4 (minimum) -- Instrumented Operations



## EXAMPLE (3)

### NOTES:

1. ALL RUNWAY MARKINGS INCLUDING DISPLACED THRESHOLD AREA ARE WHITE  
ALL TAXIWAY BLAST PADS, STOPWAYS, AND UNUSABLE PAVEMENT MARKINGS ARE YELLOW
2. FULL RUNWAY SAFETY AND/OR OBJECT FREE AREAS AVAILABLE BEYOND ASDA/LDA,  
BUT NOT BEYOND RUNWAY END
3. DISPLACED THRESHOLD ESTABLISHED TO PROVIDE FULL RUNWAY SAFETY AND/OR OBJECT  
FREE AREAS PRIOR TO THRESHOLD
4. THRESHOLD DISPLACEMENT LOCATION COINCIDES WITH LOCATION REQUIRED TO PROVIDE  
FULL RUNWAY SAFETY AND OBJECT FREE AREAS BEYOND STOP ENDS OF LDA AND ASDA
5. NO STOPWAY AVAILABLE
6. DISTANCE-TO-GO SIGNS ARE PROVIDED AND LOCATED WITH RESPECT TO STOP END OF LDA
7. SPLIT BLUE/RED FIXTURES SHOWN ARE SEPARATED, UNI-DIRECTIONAL AND  
NOT NECESSARILY CO-LOCATED
8. THRESHOLD/RUNWAY END LIGHTS (NUMBER ON EACH SIDE)
  - a) 3 (MINIMUM) - NON-INSTRUMENTED OPERATION
  - b) 4 (MINIMUM) - INSTRUMENTED OPERATION





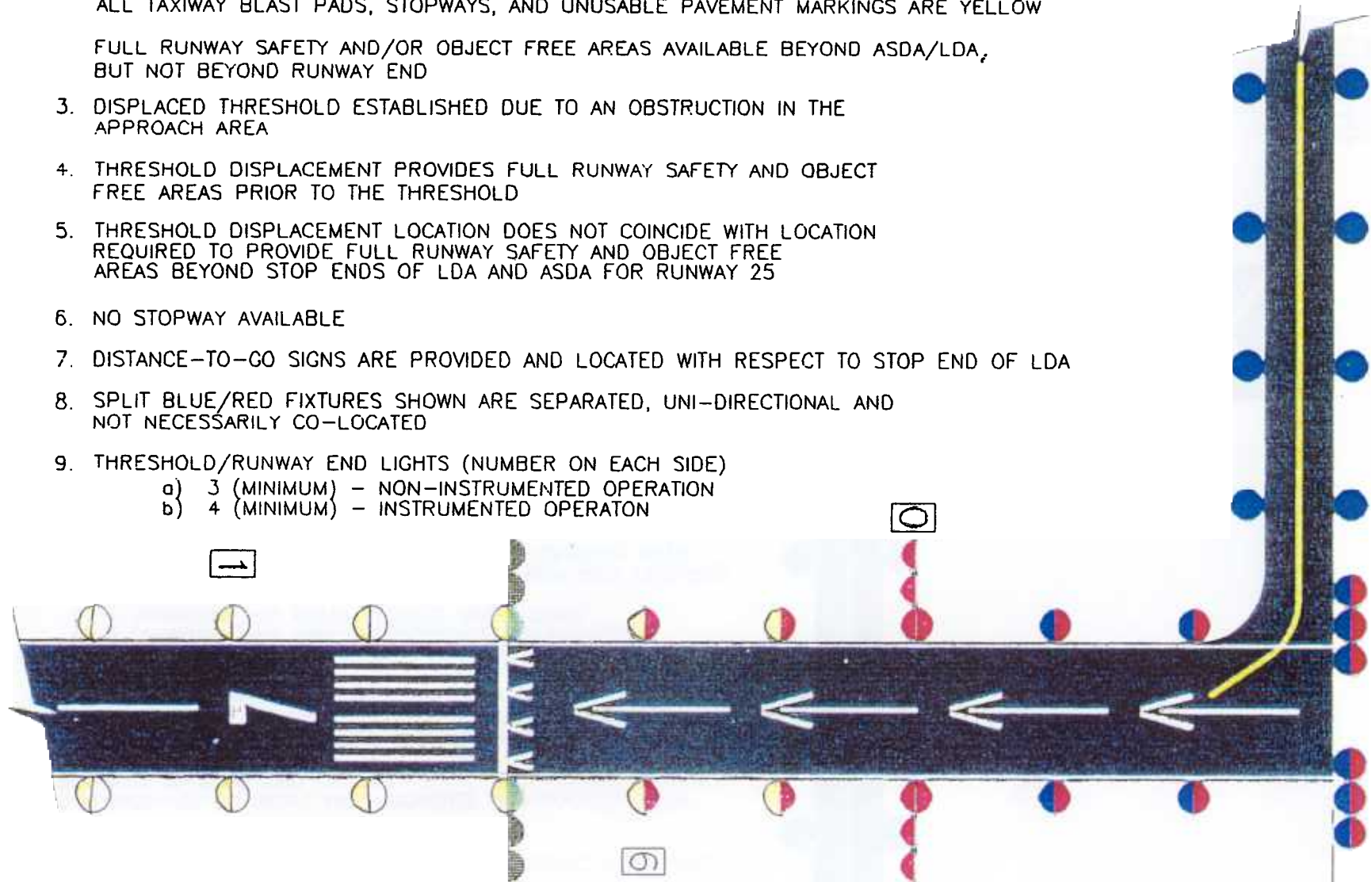
# NOTES:

## EXAMPLE (4)

ALL RUNWAY MARKINGS INCLUDING DISPLACED THRESHOLD AREA ARE WHITE  
ALL TAXIWAY BLAST PADS, STOPWAYS, AND UNUSABLE PAVEMENT MARKINGS ARE YELLOW

FULL RUNWAY SAFETY AND/OR OBJECT FREE AREAS AVAILABLE BEYOND ASDA/LDA,  
BUT NOT BEYOND RUNWAY END

3. DISPLACED THRESHOLD ESTABLISHED DUE TO AN OBSTRUCTION IN THE APPROACH AREA
4. THRESHOLD DISPLACEMENT PROVIDES FULL RUNWAY SAFETY AND OBJECT FREE AREAS PRIOR TO THE THRESHOLD
5. THRESHOLD DISPLACEMENT LOCATION DOES NOT COINCIDE WITH LOCATION REQUIRED TO PROVIDE FULL RUNWAY SAFETY AND OBJECT FREE AREAS BEYOND STOP ENDS OF LDA AND ASDA FOR RUNWAY 25
6. NO STOPWAY AVAILABLE
7. DISTANCE-TO-GO SIGNS ARE PROVIDED AND LOCATED WITH RESPECT TO STOP END OF LDA
8. SPLIT BLUE/RED FIXTURES SHOWN ARE SEPARATED, UNI-DIRECTIONAL AND NOT NECESSARILY CO-LOCATED
9. THRESHOLD/RUNWAY END LIGHTS (NUMBER ON EACH SIDE)
  - a) 3 (MINIMUM) - NON-INSTRUMENTED OPERATION
  - b) 4 (MINIMUM) - INSTRUMENTED OPERATION



DISPLACED THRESHOLD  
DUE TO OBSTRUCTION IN APPROACH  
LDA STOP END  
ASDA STOP END  
RUNWAY END (TAKE OFF END FOR RUNWAY 7)  
STOPWAY STOP END (NONE)

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## EXAMPLE (5)

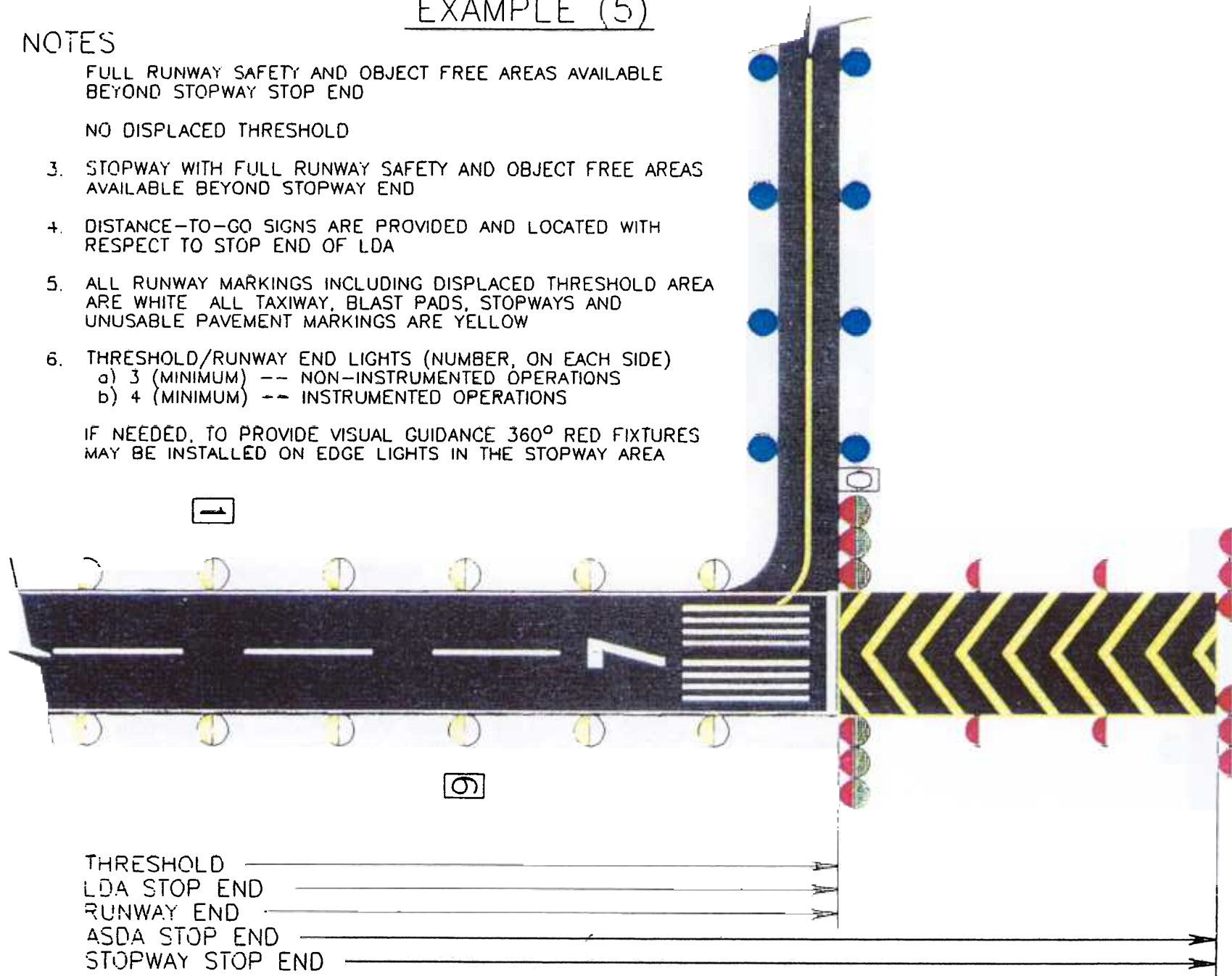
### NOTES

FULL RUNWAY SAFETY AND OBJECT FREE AREAS AVAILABLE  
BEYOND STOPWAY STOP END

NO DISPLACED THRESHOLD

3. STOPWAY WITH FULL RUNWAY SAFETY AND OBJECT FREE AREAS  
AVAILABLE BEYOND STOPWAY END
4. DISTANCE-TO-GO SIGNS ARE PROVIDED AND LOCATED WITH  
RESPECT TO STOP END OF LDA
5. ALL RUNWAY MARKINGS INCLUDING DISPLACED THRESHOLD AREA  
ARE WHITE ALL TAXIWAY, BLAST PADS, STOPWAYS AND  
UNUSABLE PAVEMENT MARKINGS ARE YELLOW
6. THRESHOLD/RUNWAY END LIGHTS (NUMBER, ON EACH SIDE)
  - a) 3 (MINIMUM) -- NON-INSTRUMENTED OPERATIONS
  - b) 4 (MINIMUM) -- INSTRUMENTED OPERATIONS

IF NEEDED, TO PROVIDE VISUAL GUIDANCE 360° RED FIXTURES  
MAY BE INSTALLED ON EDGE LIGHTS IN THE STOPWAY AREA



# NOTES

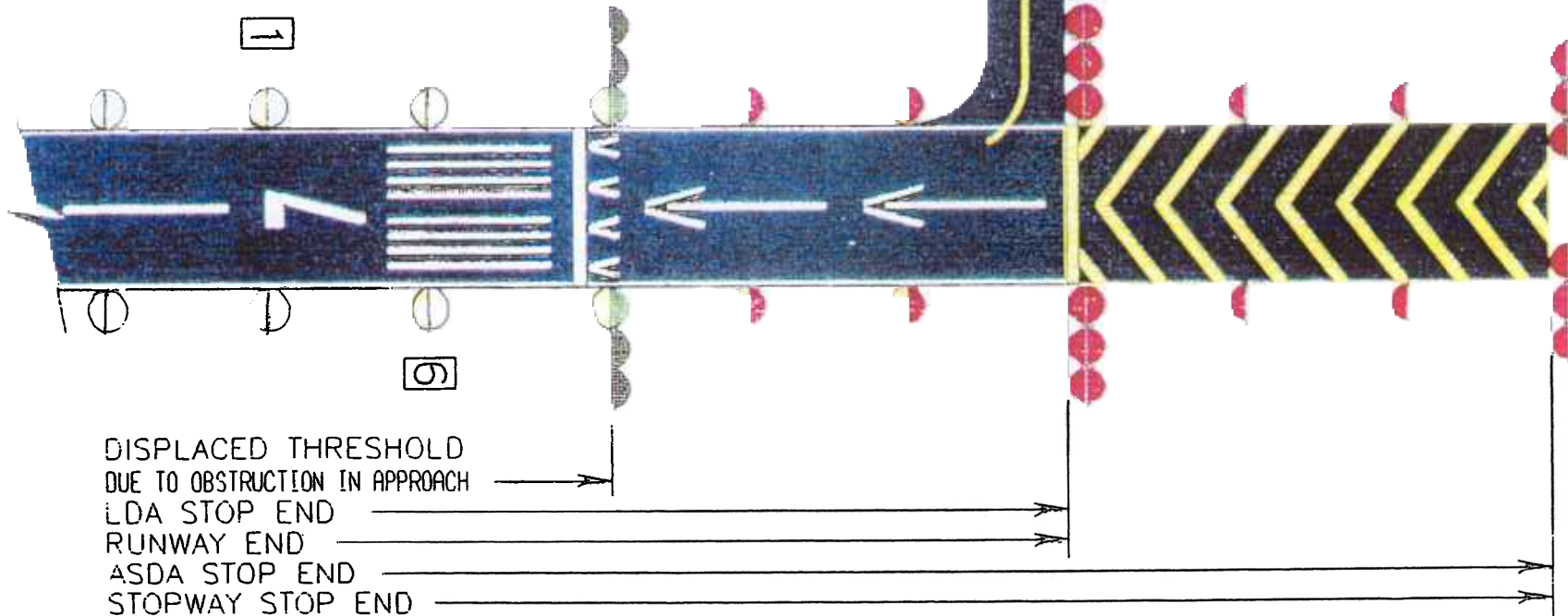
FULL RUNWAY SAFETY AND OBJECT FREE AREAS AVAILABLE BEYOND STOPWAY STOP END

DISPLACED THRESHOLD ESTABLISHED DUE TO OBSTRUCTION IN APPROACH AREA

STOPWAY WITH FULL RUNWAY SAFETY AND OBJECT FREE AREAS AVAILABLE BEYOND STOPWAY END

4. DISTANCE-TO-GO SIGNS ARE PROVIDED AND LOCATED WITH RESPECT TO STOP END OF LDA
5. ALL RUNWAY MARKINGS INCLUDING DISPLACED THRESHOLD AREA ARE WHITE ALL TAXIWAY, BLAST PADS, STOPWAYS AND UNUSABLE PAVEMENT MARKINGS ARE YELLOW
6. THRESHOLD/RUNWAY END LIGHTS (NUMBER, ON EACH SIDE)
  - a) 3 (MINIMUM) -- NON-INSTRUMENTED OPERATIONS
  - b) 4 (MINIMUM) -- INSTRUMENTED OPERATIONS

IF NEEDED, TO PROVIDE VISUAL GUIDANCE 360° RED FIXTURES MAY BE INSTALLED ON EDGE LIGHTS IN THE STOPWAY AREA

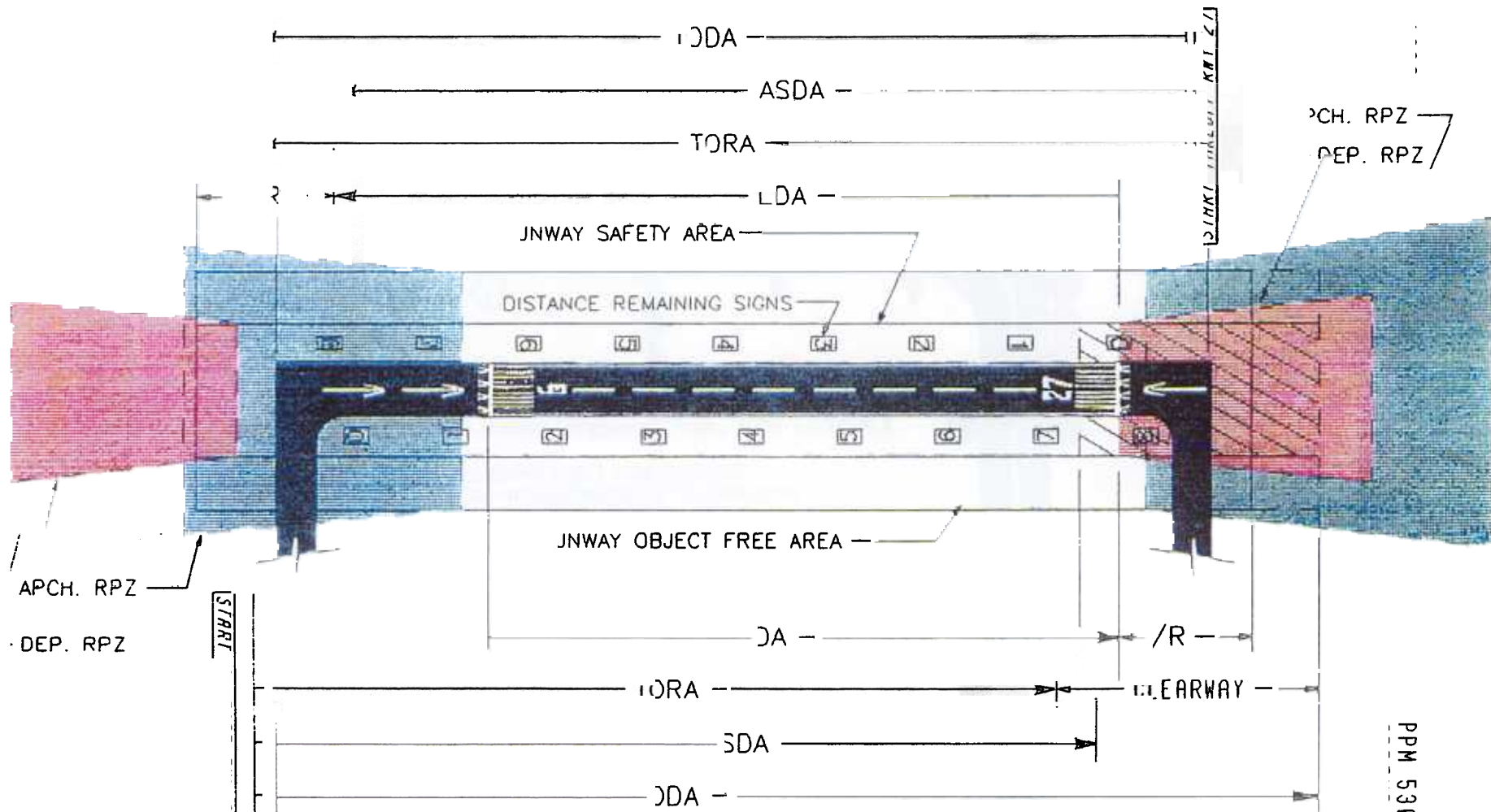




## APPENDIX 2 DECLARED DISTANCE CONCEPT EXAMPLES

### EXAMPLE (1) Declared Distance Concept Depiction – No Stopways

NOTE: The standard RSA length "P" and ROFA length "R" is the length specified in tables 3-1, 3-2 and 3-3 for the RSA and ROFA beyond the runway ends.





# EXAMPLE (2) Declared Distance Concept Depiction - Stopways Available

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